less messages of warning were sent broadcast. Every vessel was warned

mines of shippers in this city and at water, other points along the coast when the first reports of the torpedeing was received from the radio station. The ceived from the radio station. The stories regarding the U-53, which ap-

Non, and the news that she had ALL ON BOARD PICKED I over cked British vessels traveled fast. oxious inquiries were made at the dewspaper offices, for seemingly al-

York at noon to-day. Assurance that Kansan, which turned by

a neutral vessel was given to inquiring friends by the press.

The radio stations which the rest of the radio stations which the radio station which the radio stations whi The radio stations, which at first rected to the Associated Press, was re-

Department before being made public. gave up search, and am proceeding.

sels to commercial wireless plants not controlled by the government and through marine observers on shore.

The U-53, which anchored for three hours in Newport harbor yesterday afternoon while Commander Hans Rose sent ashore correspondence from Germany for the German amhassador, Count von Bernstorff, and exchanged official calls with Rear-Admiral Knight, commandant of the Narragansett Ray Station, slipped out of the harbor and submerged just inside the three-mile limit at 7:65 o'clock last night. OF NANTICKET LIGHT

OF NANTICKET LIGHT
At daylight to-day she turned up southeast of Nantucket and not in the way of the American steamer Kansam, of the American-Hawaiian Company, bound from New York for throa by way of Boston, with freight. The Kansan was Rying the American flag. She was stopped by the submarine at 5:30 o'clock. Assured that the Kansan was an American-owned vessel, the submarine later allowed her to proceed.

Captain Smith, of the Kansan, reported that he had been stopped in a wireless message to the captain of the Nantucket Shoals lightship. He said the submarine showed no colors, but from his meager description of the craft naval men were satisfied that it was the U-53. A half hour later the submarine encountered the Strathdene, commanded by Captain Wilson, and under charter by the French Line. A subsequent message from the Nantucket lightship stated that the Strathdene had been sunk at 6 o'clock this morning, and that the crew of twenty men" were on the lightship. The steamer carried a crew of thirty-four, so there was some doubt as to whether the lightship had picked them all up or had correctly reported. The Strathdene sailed from New York for Bordeaux yesterday atternoon. She was of 4,321 tons and 375 feet in length.

RAIDER NEAT COMES 1P Captain Smith, of the Kansan, re-

RAIDER NEXT COMES LP WITH STEAMER WEST POINT Pursuing her hostile cours, the sub-marine next came up with the West

Small beats after summoning assistRuce from shore.

WEST POINT DISTRESS

SIGNALS PICKED UP

SIGNALS PICKED

Those that were following what is known as the outside course turned to the incide course that would being them closer to American land.

The passenger steamer Stephano, which pages regularly between New York and St. Johns, N. F., was bound west and was due off Nantacket for morrow norming. When her British commander received his warning he was said to have shifted his course to bring his vessel within the inside lane.

RENEW CALTION WHEN

SI HWARINE BEGINS RAID

United by the British embassy to warn.

Shiftsh consular officers along the Vanadian coast.

New Engiand coast, who had been party vised by the British embassy to warn.

New England coast, who had been advised by the British embassy to warm British shipping against the U-53 upon her appearance at Newport yesterday, renewed their caution on learning that the submarine had gone into action.

Something like a panic possessed the mines of slitners in this air contains and not requiring of slitners in this air contains and not requiring fuel or so much as a jug of water.

stories regarding the U-53, which appeared in the Sunday papers, had at Newport and addressed to Rear-

BY AMERICAN DESTROYER Just before 8 o'clock to-night a radio most every one had a friend on the that the British steamer Kingston had water or owned a share of stock in a been sunk by a submarine. This was merchant bottom. The Frederik VIII. of the Scandinavian-American Line, which is bring-ing home the American ambassador to Germany, James W. Gerard and Mrs. Gerard, was 600 miles east of New American destroyer Rabb. The steamer York at noon toolby Vision 1997.

had given to the newspapers the news of the torpedoing and were slowly gathering additional facts, were such dealy closed to the press by an order from the Navy Department at Washing learned by government stations must first be transmitted to the Navy Department before being made unlike.

The cetted to the Associated Press, was received as follows:

"At noon received distress signals from West Point. Started back to her assistance, and steered for her till 4:45.

P. M. when message was received that crow of fifty five was approaching Nantucket lightship in two boats. Found position of torp de-beat was nearer to west Point than that of Kaman, so the pressure of the Associated Press, was received as follows:

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Particulars of the attack, however, continued to come from merchant vessels to commercial wireless plants not ble further operations by the U-55 are several transallantic steamships under

Welcome,

For many years thousands of our out-of-town friends have availed themselves of Fair Week to look after their eyes, availed themselves of Fair Week to look after their eyes, We are prepared to be busy, and will render you the best optical service obtainable, the kind that during our thirty years' experience has carned for us the reputation of being

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e orders early with your ier so as to avoid unneces-

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WEST POINT DISTRIES

SIGNALS PICKED UP

The distress signals of the West
ment ratio station at Newyport, it, it is message stated that the steamer was being them the state of the state of

less messages of warning were sent broadcast. Every vessel was warned to make for the three-mile zone and the commanders of merchant vessels of the entente allies lost no time in shifting their course.

Those that were following what is known as the outside course turned was sufficiently formed by the sufficient of the course that the day no word came from the British and French patrol vessels in the Br

in port because of the submarine's presence could not be learned, but the warning was so general, and reports of the attacks on the West Point and the Strathdene sprend so rapidly, that marine authorities admitted unusual precautions were being taken to remain out of the line of danger. SHIP WITHOUT WIRELESS

they were considering the forwarding of a request to her equarters of the line in England for an armed convoy for the steamer to be drafted from the British patrol off this coast. A change in her course would be ordered in any event as soon as she could be reached by wireless, it was said. Immediately after the S. o s

Immediately after the S. O. S. calls from the West Point were picked up at Newport to-day, Admiral Gleaves ordered out the destroyer fleet to give assistance. The Jarvis, one of the fastest of the fleet, being capable of making thirty-one knots, had steam up and was one of the first to get away. She steamed out of the harvis as rapidly as steam could be made went the destroyers by steam could be made went the destroyers Drayton, Ericsson, O'Brien, Benham,

The British stemmer Leonatus, with-out wireless, and so cut off from pos-sibility of warning of the submarine's presence on this side of the Atlantic, is

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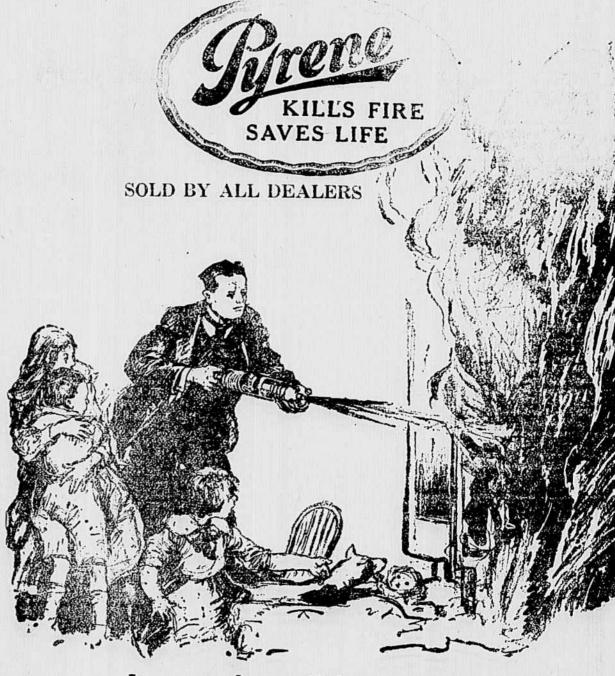
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